

Response Table – Northern Beaches Council pre-lodgement meeting minutes PLM2021/0262

Issue	Council Advice	Response
<p>Raised pedestrian threshold to Wentworth Street</p>	<p>Traffic Management Measures</p> <p>Implement traffic management measures including the relocation of a pedestrian crossing at the corner of South Steyne and Wentworth Street, and the provision of an additional raised (paved) pedestrian threshold across Wentworth Street as described in the Traffic and Car Parking Report, if required by Manly Council under the Roads Act 1993.”</p> <p>While relocation of the pedestrian crossing at the corner of South Steyne and Wentworth Street is not required as its relocation is no longer necessary, provision of an additional raised pedestrian threshold across Wentworth Street is still required.</p> <p>The concept plans prepared by Architectus and dated June 2012 detail a proposed future pedestrian crossing on Wentworth Street to the east of the driveway access serving the site.</p> <p>This crossing is considered advantageous to enhance pedestrian safety, reduce pedestrian traffic volumes at the crossing on Wentworth St at South Steyne and to improve through site links from the Royal Far West site to Rialto Lane and The Corso.</p>	<p>These issues have been addressed in detail in the accompanying Traffic Impact Assessment prepared by Stantec with the raised pedestrian crossing location shown at Figure 9 of the report.</p>

	<p>The raised crossing would also support the recently introduced 30km/h high pedestrian activity zone which has been established within the Manly Town Centre. Amendment to the condition to remove the requirement for relocation of the crossing at South Steyne would be supportable however deletion of the requirement to construct an additional raised pedestrian crossing is not supported.</p>	
<p>Traffic queuing analysis</p>	<p>Deletion of second vehicle crossing</p> <p>While deletion of the second vehicle crossing is, in principle, not opposed provided the carpark access arrangements can still be demonstrated to be workable. In this respect, given that 226 parking spaces will be accessed from a single driveway there is concern that this may lead to queueing issues entering and exiting the carpark.</p> <p>A queuing analysis shall be undertaken as part of the DA traffic and parking impact assessment and adjustments made to any roller shutter and/or boom gate locations to ensure that queuing does not impede pedestrian or traffic flows on street or within the carpark.</p>	<p>These issues have been addressed in detail in the accompanying Traffic Impact Assessment prepared by Stantec.</p>
<p>Retention of the existing authorised vehicle zone adjacent to Drummond House</p>	<p>There is an associated issue that will also need to be addressed:</p> <p>Royal Far West has for many years parked a bus (or buses) on Wentworth Street on a permanent basis. Parking restriction signage has been installed which essentially reserves the on-street parking space for</p>	<p>This matter has been addressed within the accompanying Statement of Environmental Effects and the Traffic Impact Assessment prepared by Stantec.</p>

	<p>exclusive use by this bus. While this may have been acceptable in the past when there was no offstreet parking alternative, this is now considered inappropriate.</p>	
<p>Swept path analyses and parking compliance</p>	<p>Parking</p> <p>All parking spaces will need to be marked on both the plans and on-site to define their associated use to ensure that sufficient parking remains available to service each defined use within the development. All parking spaces, aisle widths and access ramps will need to be designed in accordance with the requirements of AS2890.</p> <p>There are several disabled parking spaces which do not appear to be compliant with the requirements of AS2890.6 i.e they are not 2.4m in width with a 2.4m wide hatched shared area adjacent. Parking bays and aisle widths should be dimensioned to demonstrate that they will be at a compliant width.</p> <p>The traffic and parking impact report should include swept path analysis demonstrating that critical turning areas can be accessed by opposing B85 and B99 vehicles. The carparking levels should incorporate directional and turning pavement arrows to assist drivers to negotiate their way into and out of and through the carpark.</p>	<p>These matters have been addressed in within the accompanying Statement of Environmental Effects and the Traffic Impact Assessment prepared by Stantec.</p>

Tree root mapping	<p>Landscape Comments</p> <p>Any development application will need to address the following:</p> <ul style="list-style-type: none"> Arborist's report indicating that the proposed basement excavation will not be detrimental to existing public and private trees. Root mapping within the site should be undertaken to confirm location of critical roots. 	<p>This matter is addressed in detail in the accompanying Arboricultural Impact Assessment Report prepared by Jacksons Nature Works.</p>
Soil planting depths	<ul style="list-style-type: none"> Landscape -plans are to indicate tree, shrub and groundcover planting reflective of the seaside environment. As a guide, Council requires the following soil depths for developments proposing above slab planting: <ul style="list-style-type: none"> i) 300mm for lawn ii) 600mm for shrubs iii) 1m for small trees 	<p>These matters are addressed in detail in the accompanying Landscape plans and Landscape Design Statement prepared by Jane Irwin Landscape Architecture.</p>
Council footpaths & road assets	<p>There is no apparent impact on existing road assets, however the redevelopment of the site may trigger the need to upgrade footpaths in accordance with the Manly CBD Plan and Streetscape Guidelines. Council's Dominic Chung may be the best one to provide further advice on this matter.</p>	<p>Footpath upgrade works will be undertaken as necessary in consultation with Council's engineers.</p>

Environmental health issues	<p>Environmental Health Comments</p> <p>Environmental Health have been requested to provide comment on the provided information from the proposal. As part of this referral Acoustics, food premise fit out and waste management, contamination, geotechnical details on dewatering, and acid sulphate soils has been considered.</p>	<p>Noted.</p>
Acoustics	<p>The development is seeking to provide a mixed-use site that has commercial emitters and residential receivers in a densely populated area that is a known tourist area and night life centre.</p> <p>Based on this alone acoustics must be carefully considered and a detailed acoustic report would be required with any development application.</p> <p>Based on the location of the development application it would be unreasonable to expect noise reduction to be solely the responsibility of the commercial operators. There must be suitable attenuation within the windows, doors, walls and floors of the residences within the development that reduce noise levels in the dwellings to a habitable level. This may include acoustic sealing, double glazing, and adequate density in floors/walls/ceilings.</p>	<p>These matters are addressed in detail in the accompanying Acoustic Assessment prepared by Acoustic Logic.</p>

<p>Retail tenancy services allowances</p>	<p>Commercial operators need to be carefully considered and appropriately designed. Future uses must not be fitted out ad hoc after building is constructed. Appropriate voids for mechanical ventilation must be incorporated into designs that have adequate noise attenuation from residents. Compressors and air-conditioning units should be located in the ample below ground carparking areas so as not to further contribute to the background noise levels of the area. Or if placed on the roof must have suitable noise attenuation based on modelling from the expected combined sound power level of the units.</p> <p>Any plant for lifts must be adequately attenuated as well.</p>	<p>The servicing of the proposed retail tenancies has been provided for in the detailing of the architectural plans as submitted.</p>
<p>Food Premises Fit-out</p>	<p>Finer details for the fit- out of food premise is usually done through a future DA but there are some aspects of their fit out that must be considered at the earlier stages. This includes floor wastes, adequate space for bins and grease traps, predefined space for mechanical ventilation. If the intention is for later operation in the evening or night periods, then additional acoustic attenuation may be required up front.</p>	<p>The servicing of the proposed retail tenancies has been provided for in the detailing of the architectural plans as submitted.</p>
<p>Commercial Waste Collection</p>	<p>Bin rooms should be located in convenient locations for commercial operators and away from the public, rooms should be bunded with a floor waste and impervious sides to allow for easy cleaning. How garbage trucks will service the commercial waste collection development should also be considered carefully especially collection times and locations.</p>	<p>The proposed commercial waste collection arrangements have been addressed in detail in the accompanying Traffic Impact Assessment prepared by Stantec and Waste Management Plan prepared by Low Impact Development Consulting.</p>

<p>Contamination</p>	<p>As the use of the site is changing from its existing use, contamination must be considered through a phase 1 contamination report. Should the phase 1 identify any concern regarding contamination then a phase 2 is to be undertaken which will guide a remediation action plan and validation of the site.</p> <p>The phase 1 found an underground petroleum storage tank and fibre cement fragment and has provided a RAP. If the required investigation of a phase 2 is unable to be undertaken based on existing hardstands, then development may need to be staged to accommodate a phase 2 assessment and updated RAP after demolition works have been completed.</p>	<p>These matters have been addressed in detail in the accompanying Site Investigation (Contamination) Report and Remediation Action Plan prepared by Douglas Partners.</p>
<p>Acid sulfate soils and dewatering</p>	<p>Geotechnical details on dewatering & Acid sulphate soils</p> <p>Given that a multi storey basement carpark is proposed, the water table will be encountered. With any development application a robust environmental management plan will need to be developed that will investigate for the presence of acid sulfate soils, how dewatering will be managed during excavation, sediment and erosion controls for the site, dust and odour issues from construction and noise generated through construction.</p>	<p>These matters have been addressed in the Geotechnical Desktop Assessment prepared by Douglas Partners.</p>

<p>Stormwater- OSD removal and planning pathway</p>	<p>Stormwater</p> <p>The development does not require any OSD as the subjected site is affected by flooding.</p> <p>The applicant proposed to relocate a Council's stormwater pit and pipe on Wentworth Street to accommodate their stormwater design. It is acceptable in principle.</p> <p>However, a detailed design must be provided in the DA in accordance with Council's Water Management For Development Policy.</p> <p>The applicant also required to remove the OSD system in the first stage of the Royal Far West.</p> <p>However, it shall be a modification application to the original DA.</p>	<p>We note that no OSD is required given the site is affected by flooding. We also confirm that the previous CCK development consent does not need to be modified given that the subject application relates to works across the entire property and which forms a component of the original Part 3A Concept Approval.</p>
<p>Dewatering rate</p>	<p>Dewatering</p> <p>The consultant raised the concern on the dewatering during the construction.</p> <p>The preferable discharge rate should not exceed 25 l/s into Council's stormwater infrastructure.</p> <p>If the applicant proposed any higher discharge rate, an impact analysis on our infrastructure shall be provided.</p> <p>Furthermore, a dewatering application shall be lodged outside the DA process.</p>	<p>These matters have been addressed in the Overland Flow Statement prepared by Douglas Partners.</p>

Geotechnical report	Geotechnical A detailed geotechnical investigation and report shall be provided to address the proposed excavation, structural design and construction in this development.	These matters have been addressed in the Geotechnical Desktop Assessment prepared by Douglas Partners.
Residential waste store location	Residential Waste Storage design, access and location Council provides a “wheel out / wheel in” service to residential multiple occupancy properties across the Northern Beaches. A far better outcome for resident and waste collection access and safety is for the residential bin room to have direct access from Wentworth Street or South Steyne for waste collection staff to service the bins. The owner’s corporation / building occupants are not to place the bins in the public area outside the building for collection. The applicant may consider locating the residential Bin room with access from Wentworth Street. On the plans there is a pathway between building B (includes Drummond House) and building C. The residential bin room could potentially be located in the multipurpose area of building C or the southernmost area in building C accessed by the path from South Steyne. Council normally requires a maximum walking distance of 6.5m between the residential Waste Storage Area and property boundary, but due to the constraints of	This matter has been addressed in detail at section 4.8 of the Statement of Environmental Effects

	<p>this site would consider an increase from 6.5m to 12m at this property.</p>	
<p>Council waste vehicle access & design requirements</p>	<p>Access for waste collection vehicles to provide off street (on site) collection</p> <p>Design for vehicle access needs to ensure:</p> <ul style="list-style-type: none"> a) There is a minimum clearance height of 4.5m throughout and clear of any obstructions. b) Council's waste vehicles can enter and exit the development in a forward direction using a maximum of a 3 point turn. The use of a turn table is not acceptable. c) Council's waste vehicle cannot be performing manoeuvres to enter the loading dock on the vehicular driveway as this will block access for residents/visitors to/from the basement carpark. d) The floor of the loading area must be at the same level as the residential waste storage area, commercial waste storage area and the bulky goods storage room. <p>The collection vehicle is a 3 axel heavy rigid vehicle. The vehicle specifications below are in Appendix B of Waste Management Guidelines.</p>	<p>These matters have been addressed within the accompanying Statement of Environmental Effects and the Traffic Impact Assessment prepared by Stantec.</p>

<p>Design requirements of bulky waste store</p>	<p>The bulky waste storage area</p> <p>The building manager /occupants would be required to self-present bulky goods in front of the building on Wentworth Street or South Steyne, unless there is direct access to the room and access to the room meets the waste management guidelines.</p> <p>If on site (off street) collection, the bulky goods room must be adjacent to the bin room to allow the waste collection vehicle to service the bulky goods room.</p> <p>The doors to the bulky goods storage room must be openable in an outward direction and be able to be latched in an open position for servicing without obstructing access and manoeuvring of bins. Suggest replacing the double doors with one single door at least 1200mm wide.</p> <p>The residential bulky goods waste storage room cannot be used for any other purpose once the building is occupied.</p>	<p>This matter is addressed in detail in the accompanying Waste Management Plans (Construction and Operational) prepared by Low Impact Development Consulting</p>
<p>External waste contractor in lieu of Council</p>	<p>Waste Contractor</p> <p>Waste facilities need to comply with the waste management guidelines regardless of who is the collector to ensure safe, effective use by collection staff as well as residents, and to ensure responsible waste management and transition to circular economy principles. Council would not place a condition or support a section 88B instrument or similar that would exclude Council or its Contractor from servicing the bins at any property.</p>	<p>This matter has been addressed in detail at section 4.8 of the Statement of Environmental Effects</p>